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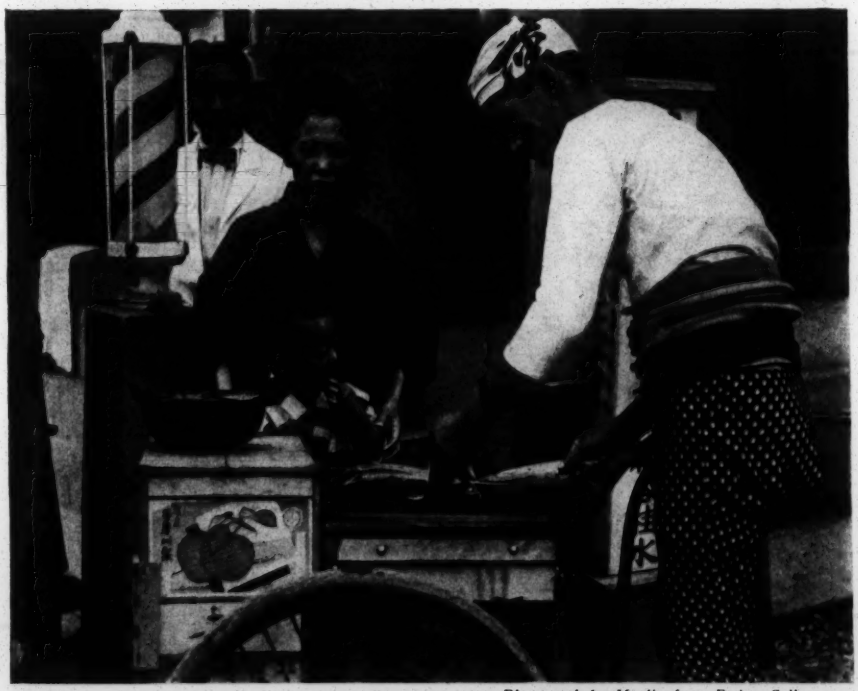

Photograph by Moulin from Ewing Galloway

NEXT TO RICE, FISH IS JAPAN'S FAVORITE FOOD

The waters surrounding the long rugged coastlines of Japan's many islands teem with seafood. Hurried by train and motor trucks to the large cities, it is often peddled from door to door by such markets on wheels as the one above in a Tokyo street. Note the American type barber shop pole in the background (Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Japan's Relative Scarcity of Home-Grown War Materials

NEWS reports and photographs of land and sky campaigns in Japan's undeclared war on China reveal how completely Japan has replaced the hand-beaten sword of the Samurai of the past century with the modernized war machines of today's western world.

This rapid change, however, has been made possible chiefly through Japan's foreign trade. The question of embargoes on shipments to warring nations, now before the League of Nations, is cause for concern to the Empire of the Rising Sun, which depends on imports from many lands for many of its strategic war materials.

"An army marches on its stomach," was Frederick the Great's tribute to the importance of food as a war material. Today's mechanized army, however, "marches" on wheel, tractor, and wing; engines as well as soldiers must be "fed." Airplane, tank, truck, and artillery must be built, as well as fueled or equipped with ammunition. So modern warfare is almost as dependent upon supplies of iron, steel, coal, and oil, as upon food for its fighters.

Foremost Fishing Nation of World

The food problem in Japan is the more readily solved because the Nipponese are simple, almost stoic, in their needs, and patient in their farming. The main items on a year's food bill for one person are five and a half bushels of rice and 95½ pounds of fish (illustration, page 1). A more luxurious diet includes wheat and meat; a more economical one substitutes barley for some of the rice.

Although mountainous Japan has three-fourths of its area tilted at angles of more than fifteen degrees, resourceful farmers have planted their tiny unfenced fields up and down hill so thoroughly that, in 1931, they were cultivating about a seventh of the country's total area (illustration, page 2). From the generous seacoast of this nation of islands, fishermen scour nearby waters for a catch of sea-bream, mackerel, herring, tunny, and sardines which makes Japan the foremost fishing nation of the world.

Foodstuffs imported to supplement native farms and fisheries in 1934 amounted to only a tenth of total imports, and consisted mainly of rice from India, wheat from Australia and America, beans and salt from Manchuria, and sugar from Cuba and the Netherlands Indies.

Iron ore, essential "diet" for the mechanical part of an army, was quite a different matter. During the same period, 79 per cent of the ore used was imported. Chief iron regions within Japan proper are the hills of Kitakami near Sendai, on the main island of Honshu, and the southwestern mountains around Muroran, on Hokkaido island.

Lacking in Minerals Vital to Munitions

Output of these areas is supplemented by pig iron from Chosen and Manchuria. For additional supplies of this basic metal, upon which modern industries and armies are founded, Japan looks to foreign sources, showing to what an extent she must enlist outside help for expansion of her industries or for munitions production. Scrap iron may account for two-thirds of the iron fed into Japan's steel mills, and, in 1935, 78 per cent of the imported scrap came from the United States.

Essential to steel making is the coal which makes the blast furnaces glow angrily like miniature volcanoes. Only one per cent of the coal used is imported, however, since Japan is Asia's leading coal producer. Principal coal fields are those on the two islands adjacent to Honshu, Hokkaido on the north and Kyushu on the south. This is Japan's most plentiful mineral.

Next in importance to coal and iron for steel production is manganese, a grayish metal more precious than gold in today's steel manufacture. Near the city of Kyoto, and also farther north on the island of Hokkaido, some manganese ore is worked, but during the period 1933-35 Japan relied on imports for 63 per cent of the ore used.

Nippon lacks an adequate supply of several alloy metals. Of vanadium, Japan records no production. Imports of nickel for bullet jackets may drop when a new industry begins to work ores in Gumma, north of Tokyo. Molybdenum and tungsten, which help steel keep a cutting edge, can both be obtained at home to some extent, Japan producing about two per cent of the world's tungsten. With chromium the Japanese earth is more generous, yielding enough to make the country in normal times independent of outside sources of this element so important in stainless steel, armor plate, gun carriages, projectiles, paints, and tanning leathers.

A very serious problem to mechanical Japan is oil, quite essential to make the wheels of

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A JAPANESE FARMER'S LIFE IS TRULY ONE OF "UPS AND DOWNS"

Photograph by W. Robert Moore

By means of dikes and digging, the hard-working people of Japan have succeeded in making more than a seventh of their rugged, mountainous country raise food. Here a valley has been terraced for rice and beans, the former being grown in the flooded paddy fields and the latter on the steps or risers between. In the middle distance can be seen the ricks used to dry rice. Hillsides too steep to farm are made to bear timber crops (Bulletin No. 1).

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Man-Made Island Rising in San Francisco Bay

GEOGRAPHY is in the making out in San Francisco Bay. A man-made island a mile long and nearly a mile wide is rising from the shoals between Oakland and San Francisco, to become the site for the Golden Gate World's Fair of 1939.

Located in the shadow of the San Francisco-Oakland Bay Bridge, and just a few whitecaps from the towering Golden Gate Bridge, the Exposition island represents another engineering achievement in a region famous for doing things in a big way.

The new island project is comparable, in some respects, to such outstanding "human miracles" as Davis Island, Tampa, Florida; Governor's Island extension, New York Harbor; the Portland, Oregon, airport; lower Potomac Park, Washington, D. C.; and the dikes built to close in the former Zuiderzee in The Netherlands.

Sand Pumped into Seawall Enclosure

"Treasure Island," as the Exposition site has been named, was literally sucked from the shoals of San Francisco Bay. Reclamation work on the site began in February, 1936, when United States Army Engineers, in cooperation with Exposition workers, started the big dredging job. Eleven giant dredges, 1,000 men, and a daily 24-hour schedule were employed for a year and five months to dig 25,000,000 cubic yards of sand from the floor of the Bay and pump it into a huge square, rimmed by a stone seawall more than three miles long.

The island rests on a shallow area formerly from six to twenty-five feet under water. The finished site will rise thirteen feet above the surface. During the construction job, some 100,000 cubic yards of black bay sand were pumped into the seawall enclosure each day.

Today it stands 90 per cent completed, and engineers predict that the final surfacing will be finished this month. After this, the 400-acre site will be given a bath. Bay sand must be "unsalted" before trees, shrubs and flowering plants can be successfully transplanted. This will be done by a process called "leaching," which consists of keeping the ground continually soaked and drained with fresh water until the last bit of salt has washed back into the Bay.

Will Become Airport after Fair

At the conclusion of the World's Fair in 1939, the island will be transformed into a municipal airport to serve the San Francisco-Oakland area. The site will then be cleared of all structures except the administration building and two hangars, 200 by 300 feet each, which will serve as exhibit buildings during the Fair.

The island is connected with the San Francisco-Oakland Bridge by a 110-foot causeway capable of clearing 3,000 vehicles an hour. On the island will be parking space for 12,000 automobiles. Water supply will be provided by pipeline from the San Francisco system to a 4,000,000-gallon reservoir on Yerba Buena Island, adjacent to the Exposition site (illustration, next page).

Already the big land patch has affected tides and currents in the Bay, according to U. S. Army Engineers and experts of the U. S. Coast and Geodetic Survey, who have been taking daily measurements of tides and currents for the last month. Whether the altered flow will affect ship channels by sand and silt deposits has not yet been learned.

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work and war go 'round. In 1935, the country was importing more than nine-tenths of the petroleum used.

Lead for paint, pipes, batteries, and bullets is found in Japan in smaller quantities than it is imported from the United States. Last year Japan mined only 15 per cent of the zinc she used for "galvanized" iron and other purposes.

Tin, for canning the nation's enormous fish output, for roofing, for tanks, for soldering and welding other metals, and for producing chemicals and military flares, is found in five provinces in Japan, especially around Akenobe. But it is estimated that the domestic supply is only about 20 per cent sufficient, since four-fifths of the tin bars and pigs used in 1933-35 were imported.

Even Copper Must Be Imported

The same proportion holds for aluminum, so important in airplane manufacture. The chief aluminum ore, bauxite, does not occur in Japan, but substitutes found in Chosen and Manchuria are being worked.

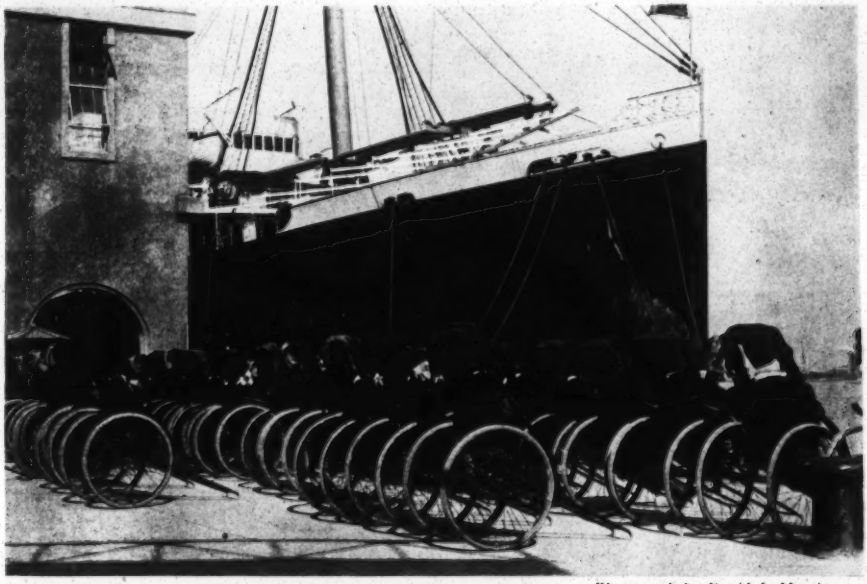
The Nipponese production of antimony, which alloys lead in shrapnel and makes smoke screens, was about one four-hundredth as large as China's in 1935. In copper mining only does Japan rank as a world factor, being one of the four leading countries; yet in 1935 she imported over a third of the copper she used. This metal is important in ammunition, and in equipment for telephones and radios, electric power and motors.

Rubber for tires, footwear, insulation, waterproofing, gas masks, balloons, and use in artillery and airplanes must all be imported. Wool and cotton are other essentials for which Japan is dependent on outsiders.

Mercury, silvery metal named for the high-flying Grecian god, soars in importance when war looms because of its sinister use in setting off high explosives and percussion caps. A few flasks are produced in Japan, about one-thousandth of the world's output, and a tiny fraction of Japan's wartime needs.

Note: Additional photographs and references to the Japanese Empire will be found in "Friendly Journeys in Japan" and "Mysterious Micronesia," *National Geographic Magazine*, April, 1936; "Chosen—Land of Morning Calm," October, 1933; "Japan, Child of the World's Old Age" and "Motor Trails in Japan," March, 1933; "Tokyo To-day," February, 1932; "Some Impressions of 150,000 Miles of Travel," May, 1930; "Empire of the Risen Sun," October, 1923; and "Some Aspects of Rural Japan," September, 1922.

Bulletin No. 1, October 11, 1937.



Photograph by David J. Martin

MAN-POWER TAXIS SAVE GASOLINE FOR WAR PLANES

Despite the rapid modernization of Japan, the jinrikisha still holds its own in many parts of the Empire. A liner has just docked at Yokohama and these rickshaws are lined up while their "crew" beg for fares among the passengers coming ashore. Yokohama is Japan's leading seaport and serves as a harbor for Tokyo, whose business center is 15 miles away.

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Richmond's Two Hundred Years and Two Distinct Traditions

"ON TO RICHMOND!"—for four years this was the battle cry of the Federal army campaigning against the capital of the Confederacy. Now the words have been taken up by an army of visitors converging on a modern city celebrating its bicentennial.

Being two hundred years old is no distinction for a city in Richmond's part of the country. Within a hundred miles lie older Jamestown, historic Williamsburg, Norfolk, and Hampton. But to age Richmond adds many another distinction. It retains the title of capital of an extinct nation, the eleven States of the Confederacy. It is now capital of a State that ranks high in the farming, shipping, manufacturing, commercial and recreational life of the nation.

"Tobacco Row" Well Named

The Richmond of today puts history in its place and goes on about its business. Each historical moment is properly preserved, but outside are eddying the quickened currents of modern business-as-usual in a stream of commerce that gives Richmond products state or nation, and in some cases world, distribution.

The red brick factory blocks of "Tobacco Row" scent the neighborhood with their nationally advertised brands of cigarettes and smoking tobacco. Flour mill, baking powder plant, and biscuit-baking company broadcast their products, though not quite so broadly as the world-famous bottling plant for flavoring extracts. A few blocks away, porches for sociability, whether small with graceful iron railings or imposing with two-story white columns, are as characteristic as Baltimore's stone steps and Charleston's balconies.

One spot which history still holds against the march of commerce is a hill crest above the James River, where a stone cross recalls Capt. John Smith's visit on a fine June Sunday in 1607. For long thereafter the spot was western outpost of civilized America. An Indian attack on the "frontier" plantation of Nathaniel Bacon, now part of residential north Richmond, kindled Bacon's Rebellion against British authority a century before the Revolution.

Associations with Marshall, Burr, and Lee

Like Rome, Richmond was built on seven hills, most historic of which is topped by the State Capitol, whose plain Grecian lines Thomas Jefferson imported from France. The Rotunda holds busts of Virginia's seven Presidents of the United States, grouped around a full length statue of George Washington by the French sculptor Houdon. This marble original, coveted by the Louvre in spite of being slightly chipped in an impromptu duel by newspapermen, was posed for and approved by Washington, and was one of the few erected during his lifetime.

The room beyond, the former meeting place of the House of Delegates, was left to dream of its past when the Virginia Legislature moved into two new wings of the Capitol. It is presided over by the high-backed chair in which Chief Justice John Marshall sat to hear the treason trial here of Aaron Burr. A bronze statue of General Robert E. Lee marks the spot where he accepted the command of the Confederate Army, after the Articles of Secession had been passed here.

In this same room the Confederate Congress met for four years, and afterwards the carpet-bagger legislature which "reconstructed" Virginia as Federal District No. 1.

When in 1775 a convention of Virginia colonists was disbanded at Williams-

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The Exposition, which will open February 18, 1939, and run through December 2 of the same year, is a $40,000,000 project, of which $7,200,000 has been provided by the Federal Government, $5,000,000 by the State Government of California, and $7,500,000 by private subscription.

The remainder will come from admissions, leasing of exhibit space, etc. Exposition officials estimate that at least 20,000,000 persons will see the Fair during its 288-day run.

Note: See also "Flying the Pacific," *National Geographic Magazine*, December, 1936; "Northern California at Work" and "Bridges, from Grapevine to Steel," March, 1936; and "Out in San Francisco," April, 1932.

See "San Francisco and Oakland Joined by Bay Bridge," in the GEOGRAPHIC NEWS BULLETINS, week of November 30, 1936.

Bulletin No. 2, October 11, 1937.

Photograph by Clyde Sunderland

SKYSCRAPERS OF SAN FRANCISCO SEE ANOTHER WONDER EMERGE FROM THE BAY

The new man-made island, site of the Golden Gate World's Fair of 1939, is the white patch to the left of tree-covered Yerba Buena island, which provides a stepping stone for two sections of the San Francisco-Oakland Bay Bridge. On the opposite side of the Bay are Oakland and Berkeley, and, just out of the picture to the right, Alameda, home port of the giant Pan American clipper ships which link the United States and the Orient by air.

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The Mediterranean, Sea of Commerce and Destiny

ROMANS called it *Mare Nostrum* (Our Sea). Britons regarded it as "an English lake." Today the Mediterranean is a huge question mark, with warships and battle planes of many nations scouring its sparkling blue surface for "pirate" submarines and other menaces to the free flow of commerce.

For the Mediterranean Sea, although smaller than any of the great oceans, is probably the busiest carrier of water-borne trade in the world.

English ships, following Britain's "lifeline" between London and the Orient, cross the Mediterranean in endless procession between Gibraltar and the Suez Canal. France has a shuttle service between Marseilles and French North Africa. Italy's growing empire in Africa requires frequent connections with her possessions in both North and East Africa. To Soviet Russia, Romania, Turkey, Greece, Albania and Yugoslavia the Mediterranean is a vital corridor to the ports of the world.

Gibraltar More of an "Inlet" Than an "Outlet"

The Mediterranean covers quite a sizable patch of the globe. More than 2,300 miles long (Gibraltar to Syria) and 1,200 miles wide (Venice to the Gulf of Sidra), it extends over an area estimated at from 800,000 square miles to 1,145,000 square miles, the latter being equal to more than a third of the area of the United States. Its waters wash the shores of Europe, Asia, and Africa.

Gibraltar, often considered the Mediterranean's chief outlet, is technically an inlet. Due to evaporation, the level of the Mediterranean is a little below that of the Atlantic Ocean, so that fresher ocean water constantly flows in through the Strait. This is true in spite of the large volume of water poured into the Mediterranean by such rivers as the Nile, the Rhône, the Ebro, the Po, and through the Dardanelles.

Nowhere in the world are so many different languages and cultures crowded around so limited an area. It was in the Mediterranean basin that western civilization had its birth and much of its highest development (illustration, next page).

Freighters Bearing Every Flag

Today its economic wealth and resources are sought by traders from all parts of the earth. Freighters and passenger liners bearing the flags of every maritime nation put into its ports to load and unload cargoes of every description. The first long distance cruise ship brought its passengers to Mediterranean waters, and today it still ranks high as a tourist objective.

Thus the Mediterranean is a "no-man's-sea" which is really "everyman's-sea," a connecting link between continents and nations that is at the same time a crossroads of commerce and an outlet for produce of the countries around its shores.

Note: Some photographs and text references about the Mediterranean Sea and Mediterranean countries can be found in the following: "The Pilgrim Sails the Seven Seas," *National Geographic Magazine*, August, 1937; "Time's Footprints in Tunisian Sands," March, 1937; "Turbulent Spain," October, 1936; "Sojourning in the Italy of Today," September, 1936; "The Maltese Islands" and "Suez Canal: Short Cut to Empires," November, 1935; "Life's Pattern on the Italian Riviera," January, 1935; "Road of the Crusaders," December, 1933; "Crusader Castles of the Near East," March, 1931; "New Greece, the Centenarian Forges Ahead," December, 1930; "Cirenaica, Eastern Wing of Italian Libia," June, 1930; "Cruising to Crete," February, 1929; and "Unspoiled Cyprus," July, 1928.

Bulletin No. 4, October 11, 1937.

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burg as a group of radicals, it crowded into the largest building in Richmond town —small white St. John's Church. Here Patrick Henry rose in his pew and coined a text for treason: "Give me liberty or give me death."

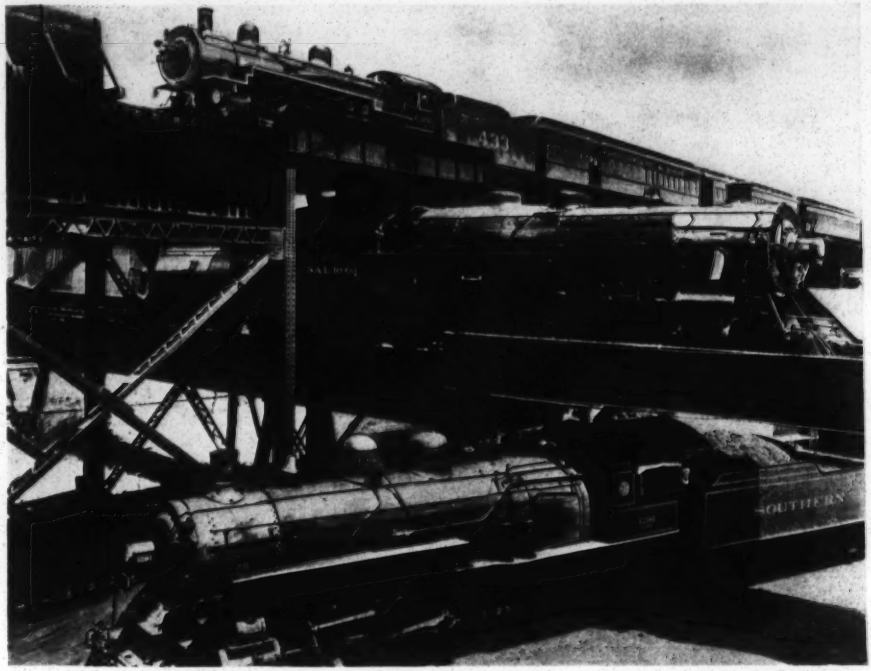
Richmond's broad parked Monument Avenue is a perpetual review of Confederate notables, with statues of Davis, Lee, Jackson, and Commodore Maury, who experimented in a Richmond wash tub on his invention of the submarine torpedo. Battle Abbey is decorated with murals of the Civil War, or, as they say in Richmond, the War Between the States. A tall carillon due south, however, a memorial to World War dead, has 66 bells to say that Richmond has weathered another conflict, too.

The arts of peace have not been neglected, as the Valentine Museum and new Fine Arts Museum indicate. Literature received from Richmond the witty Father Tabb, original "unreconstructed Rebel," and the international figure of Edgar Allan Poe, who owed his boyhood home and middle name to a Richmond family. The city's oldest house has been made a Poe shrine.

Today the city's productiveness belies its poverty in Reconstruction days. Iron works which rolled the plates for the first ironclad vessel, the *Merrimac,* are busier than ever. A staggering annual output of boxes and barrels, blotting paper, mirrors, chewing gum, fertilizer, meat juice extracts, and chemicals are additional products.

Note: A few additional views of Richmond and descriptive text will be found in "Virginia —A Commonwealth That Has Come Back," *National Geographic Magazine,* April, 1929.

Bulletin No. 3, October 11, 1937.



Photograph by A. L. Dementi

RICHMOND HAS HAD TRANSPORT PROBLEMS SINCE ITS FOUNDING

Col. William Byrd founded the town in 1737 at the falls of the James River, the head of tidewater boat travel. The Kanawha Canal, planned by George Washington to link the James with the Ohio's tributaries, was built westward from Richmond to solve that problem. Water traffic is now far exceeded by rail transportation, for which Richmond is a crossroads of north-south and east-west lines. Congestion of railroads in the city's downtown district is relieved by the freak threefold crossing above.

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Nanking, China's New-Old Capital

JAPANESE air raids on Nanking again spotlights China's new-old capital city. History reveals, however, that Nanking is no stranger to either the forces of destruction or to international attention. One of the oldest cities in China, Nanking has been sacked and burned several times, and, as the ancient classical capital of China under the Ming Emperors, it has had its share of fame.

Although Nanking has been the official capital of China since 1927, until very recently it has been largely a "stepchild" to Peiping's politics and Shanghai's business interests.

Diplomacy Shifts Suddenly to Nanking

When Japanese troops took control of North China and Peiping in August, and brought trade to a standstill in Shanghai last month, Nanking at once came to the forefront. Former Nanking consulates or "missions" of such outside powers as the United States, Italy, France, Great Britain and other countries began to function as full-fledged embassies or legations. Newspaper correspondents hurried to the capital, and the Yangtze River patrol, including U. S. Naval gunboats, took up stations off Nanking's docks.

Nanking's name, in fact, means "south capital," an honorary title dating from the transfer of the seat of government to Peking by the Ming Emperor Yung-lo in the 15th century. Parts of the vast crumbling city walls, the longest of any Chinese city, were built a hundred years before Columbus sailed for the New World. Yet today Nanking is one of China's most modern and fastest growing cities, its population having doubled since the Central Government began to move in ten years ago.

Central location, access to the sea via the deep-water Yangtze without being on the exposed coast, rich farming country nearby, and excellent rail and highway connections with Shanghai, China's mighty metropolis—these are reasons why Nanking has become a prosperous, teeming center of nearly 1,000,000 persons. Ocean steamers come to its door, and a heavy volume of trade floats down the Yangtze from the heart of China.

Trains Ferried across Yangtze

At Nanking, all passengers and freight traveling by rail between Shanghai and Peiping or Tientsin must take a ferry ride across the Yangtze.

Like Shanghai, Nanking offers strange contrasts between old and new. The Central Government has spent much money in Nanking, laying out wide boulevards and parks, and erecting concrete government office buildings and monuments. Like a button on a mandarin's cap the silver dome of China's National Observatory sits on the top of nearby Purple Mountain.

Another showplace is the mausoleum of Sun Yat-sen, father of the Chinese Republic. It is one of the most imposing memorials in the world. The towers of Nanking's powerful radio station look down on a modern airport, the buildings of Nanking University, and the blue and yellow "White House" of the Republic.

Yet everywhere there are bits of old China, some recalling the days of the Ming emperors. Narrow side streets still are choked with carts, wheelbarrows, sedan chairs, and rickshaws. Sidewalk restaurants and open-air markets are unchanged. Tombs of the Ming emperors at the ends of avenues flanked by carved

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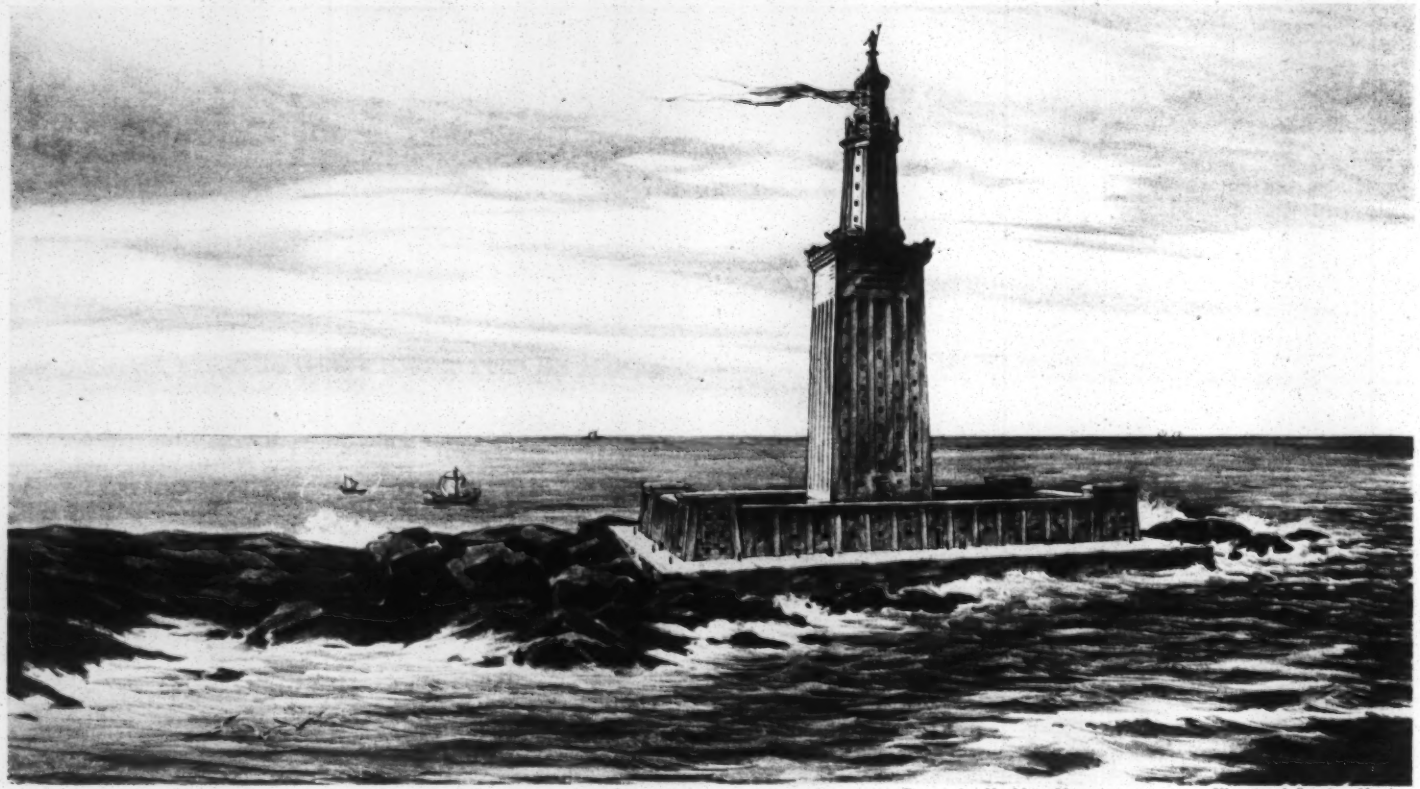


Drawn by Hashime Murayama, courtesy Illustrated London News

MUCH OF THE ART AND SCIENCE OF NAVIGATION, AS WE KNOW IT, WAS DEVELOPED ON THE MEDITERRANEAN

An artist's drawing, based on historical research, shows the Pharos of Alexandria, the largest and tallest lighthouse ever built. One of the seven wonders of the ancient world, this 400-foot beacon was completed about 280 B. C., under Ptolemy II. An open fire in the lantern guided galleys and early sailing ships to the chief port of Egypt for more than a thousand years. Until it was built, ships had to hug the Mediterranean shoreline and many were wrecked on the rocks. The fate of the Pharos is a mystery.

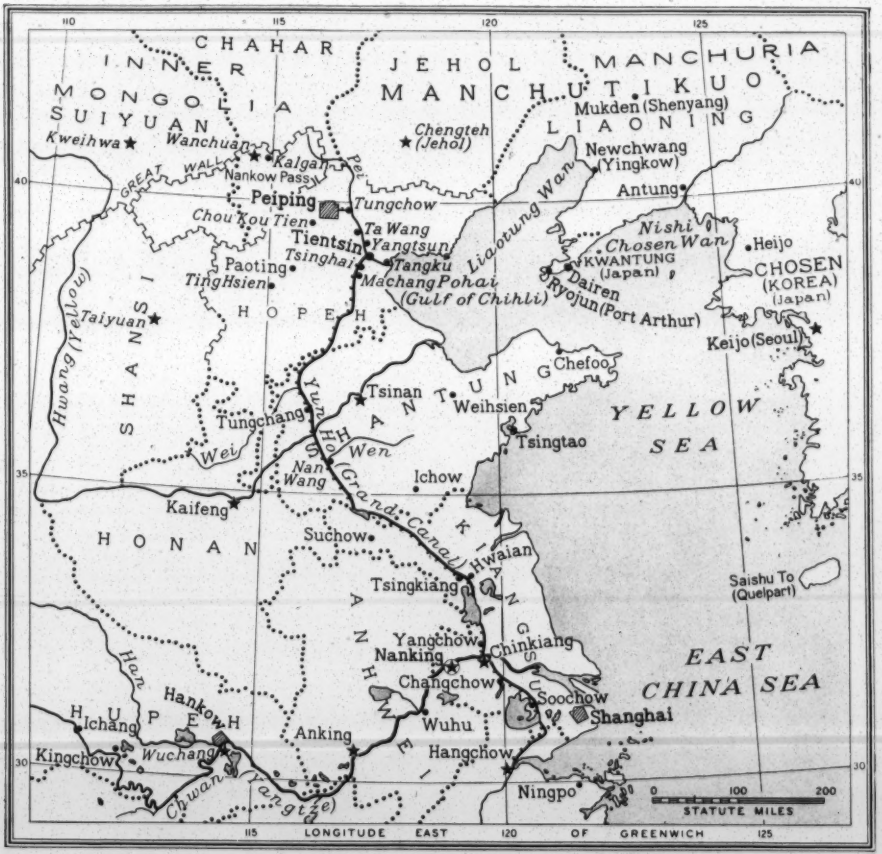
stone animals, Buddhist temples, and the crumbling city wall delight historians, and attract pilgrims from afar.

The tempo of modern Nanking, however, is definitely Western. To its local industries, making porcelain, damask silk and fans, have been added large oil and shipping concerns along the Yangtze waterfront. The main part of the city lies about five miles back from the river. Taxicabs, buses, telephones, radios, night clubs, and outdoor sports for men and women are commonplaces. Saturday nights at the International Club are gay, with diplomats and business representatives of all nations taking part.

Children, even those of the poorest coolies, are now offered an education at "half day schools," one group going to classes in the morning and another in the afternoon. This system permits the children to help their parents part of each day.

One of Nanking's most famous exports in clipper ship days was nankeen, a yellowish cotton cloth named for the city. Nankeen is still made in small factories. Tales told by New England ship captains about the China trade, and their visits to Nanking, inspired Longfellow to write his poem, "Kéramos."

Bulletin No. 5, October 11, 1937.



Drawn by Newman Bumstead

CHINA'S CAPITAL IS CENTRALLY LOCATED

Nanking lies 210 miles up from the mouth of the Yangtze, the main trade artery of China, and not far from the place where the Grand Canal crosses the Yangtze. At Nanking, too, trains on the mainline between Shanghai and Peiping, one of China's busiest railroads, are ferried across the river. The capital is almost midway between the southern border and the Great Wall.

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